

RTBU EXPRESS

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Luba Grigorovitch

State Secretary

ANTI-PRIVATISATION FORUM: Record the Past, Pave the Future

As November rolls around, the clock is ticking for the state government. With the contracts for metropolitan trams and trains to expire on Nov 30, the government must be prepared to shake up arrangements for how the system is run, how information is shared, and how accountability can be ensured.

Continuing to build the case for systematic overhaul that prioritises the public interest, the RTBU worked to facilitate a forum of different individuals, interest groups, experts and public transport workers, RTBU delegates and retired members to build an account of public transport that reflects on 20 years of privatisation.

Held across the afternoon of Saturday 3 June forum attendees discussed many issues in public transport - from governance to maintenance and service delivery.

The three main topics covered were:

- The perils and pitfalls of privatisation
- The system under public administration
- A new path forward

One of the first topics covered was the critical question of understanding why public transport was privatised in the first place. Unsurprisingly, an overwhelming number of attendees acknowledged governance issues, performance and funding issues as being central to pushing the system into private hands. Many who worked closely with the system through the years leading up to privatisation perceived a deliberate degradation of the system in preparation for privatisation.

What became evident was that while privatisation was Kennett's response to a poorly governed public monopoly, he did little to address the underlying governance issues and just produced a poorly governed private monopoly. To this day, Victorians - transport workers, taxpayers and commuters alike - have been robbed of the transparency, consultation and oversight necessary for effective, well resourced public transport that is operated in the primary interest of the Victorian public.

Comparing the system under privatisation against public ownership several notable differences arose. Training, career progression and organisational structure were identified as major differences:

- Attendees reflected on how Victorian Railways was once a large trainer of highly skilled apprentices for the wider Victorian economy. As public responsibility has been eroded the scope of service and value provided by the operator has diminished to boost profitability.
- The railways used to operate as a more integrated system where freight, regional and metropolitan services would support each other and provide economies of scale. Where losses may have been made on passenger services, larger profits are found in the movement of freight, for example.
- Career progression was once closer tied to experience and years of service. This system ensured experienced and committed railway employees, naturally most qualified for supervisory or managerial roles, could further contribute their acquired skills and knowledge to improving operations.

Under privatisation more and more managers have been hired with little or no railway experience which has contributed to a reduced level of industry and network specific skills in the workforce and reductions in worker morale.

Reflecting on the changes that have occurred and what may constitute public interest, attendees discussed a path forward. The main feature was to continue work in building the campaign community and building stronger links with other community groups that share common interests. Broadly acknowledged by the crowd was the scale of the campaign, the political resistance and the overarching control and power the current operators have over network information and influence within the government and its respective agencies.

No doubt there may be a long road to public justice but importantly the public discussion is underway as we continue to build on community campaign capacity. If you would like to know more about the forum or get more involved in the discussion call or text the RTBU Industrial, Campaigns and Research Officer Amedeo on **0488 305 088**.

Luba Grigorovitch

- State Secretary



Bryan Evans

Organiser

INDUSTRIAL ACTION FOR ARTC MEMBERS

“ **100% of RTBU Members**
Endorse Industrial Action
against ARTC. ”

RTBU Members working at ARTC have voted resoundingly in support of industrial action.

With every ballot returned in support of industrial action, ARTC is on notice. It is time to negotiate a fair outcome that reflects the contribution members make to the business and its whopping \$250 million in profits of which the RTBU Claims equate to less than half of 1%.

Members are united and ready to fight for an agreement that recognises their hard work!

A bargaining meeting was held on Monday the 29th of May, which ARTC had an opportunity to consider the outcome of the protected industrial action ballot. As expected ARTC demonstrated once again that their arrogance, greed and anti-worker Agenda is front and center of their bargaining strategy refusing to give an inch of ground to members. If ARTC are not going to respect the contribution our members make to their quarter million dollar profit willingly, members are now free to take action and show ARTC exactly why they deserve respect.

RIP MARTY McGrath

8 February 1965 - 19 May 2017



The RTBU mourns the loss of stalwart and comrade Marty McGrath, proud RTBU Member and Station Master Flagstaff Station.

Marty was an active trade unionist with a

strong sense of social justice and anti-racism. He held a number of positions within the RTBU including Delegate, Divisional Representative, Divisional Secretary/Organiser, Union Trainer and both Branch and National Councillor.

He led the charge on a number of disputes and held an immense talent in the day-to-day task of organising and representing members. With excellent communication skills, humour and wit, Marty had the ability to ignite hope and action to achieve outcomes for members on the job.

Marty was widely respected as a union educator and is widely spoken of by the many Delegates that went through his classes.

With a strong sense of working class history and understanding of the struggle to build the conditions we now enjoy today, Marty was able to teach and inspire rank and file members of our union.

Marty will be sorely missed, but the best way we can keep Marty's memory alive is to continue to organise on the job, build the power of the union, and preserve our history - lest he be forgotten.

RIP Marty, your work will live on.

A morning tea to honour Marty will be held on Thursday 6 July at RTBU HQ at 10.30am.

All members are encouraged to come to the morning tea.

We are asking members for a gold coin donation, with proceeds being donated to Marty's family.

Delegates Meeting Dates - June 2017

- 13 June - Metro North Melbourne AOs C & D Delegates - 1000 - 1100hrs
- 13 June - Metro TPH AOs C & D Delegates - 1200 - 1300hrs
- 13 June - V/Line Southern Cross - 1100 - 1200hrs
- 14 June - Metro Caulfield - 1100 - 1200hrs
- 20 June - Metro Malvern AOs A & D Delegates - 1000 - 1100hrs
- 20 June - Metro Hawthorn AOs A & D Delegates - 1200 - 1300hrs
- 21 June - MMAOs A & C Delegates - 1100 - 1200hrs
- 21 June - Metro Burnley - 1100 - 1200hrs
- 22 June - Drivers Allocation - 1330 - 1500hrs
- 23 June - V/Line North East - 1100 - 1200hrs
- 28 June - Pacific National MFT - 1500 - 1600hrs
- 28 June - Metro Clifton Hill - 1100 - 1200hrs
- 29 June - Metrol, Timetables, Rosters & Signallers - 1000 - 1200hrs

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Admin & Salaried Division
Secretary: Steven Kozmevski

Rail Operations Division
Organiser: Darren Galea

Admin & Salaried Division
Organiser: Cathy Birch

Workshops Division
Secretary: Paul Jumpertz

**Infrastructure, Workshops
& Labour Hire**
Organiser: Bryan Evans

Industrial Officer
Jessica Mekhael

**Rail Operations /
Administration**
Organiser: Joe Maisano

